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GENERAL PLAN UPDATE PROGRAM

UPDATED GENERAL PLAN

CITY OF NATIONAL CITY, CALIFORNIA

Adopted by the
City Council
February 1, 1983

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DUNCAN & JONES
Urban & Environmental Planning Consultants

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As amended:
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DUNCAN & JONES
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I. INTRODUCTION

The General Plan Update Program which has been conducted by the City, with the assistance of planning consultants, is considered a technical revision effort, intended to consolidate and update various planning documents (1974 General Plan, 1980 Housing Element, Local Coastal Plan, Redevelopment Program) currently in use. No radical changes in City policy or programming were anticipated - fully urbanized, stable communities like National City usually have a firm self-image and consensus regarding the direction of future change. The goal of this program was to help strengthen the City's ability to guide development and implement recognized community objectives. The emphasis is on identifying practical goals, realistic policies and feasible as well as cost-effective programs which the City intends to follow and support.

This General Plan is the fourth major report produced in the General Plan Update Program for the City of National City. This report is the culmination of fourteen month's work devoted to identifying current and desired community goals and policies, and cataloguing the specific actions which these policies would require for implementation. The Plan evolved through input provided by the City Council, Planning Commission, Citizens Advisory Committee and General Plan Steering Committee, who ensured that local attitudes and concerns were adequately reflected in the preparation process. This Plan incorporates the comments and suggestions of these various groups to the greatest extent possible. This report, consisting of the General Plan text and the accompanying General Plan map, was submitted to the Planning Commission and City Council for public hearings. The General Plan was approved by the Planning Commission on December 27, 1982, and adopted by the City Council on February 1, 1983.

The other reports which were prepared during this program, and upon which the adopted General Plan is largely based, are as follows:

- Hearing Draft General Plan - August 1982.
- Preliminary Draft General Plan - May 1982.
- Issues and Policy Choices - January 1982.

WHAT IS A GENERAL PLAN?

The General Plan is a composite of many policies, programs and intended actions to govern the future physical development of the City of National City. The policies are designed to preserve and enhance existing development, and to provide for orderly and appropriate new development to meet the needs of the area over the next twenty years. Although the plan covers the period from 1982 to 2002, the emphasis is upon actions which should be taken in the more immediate future. Accompanying the sets of policies and implementation recommendations included in this report is a General Plan map (Figure 1, folded in the back of the report). A Technical Appendix has also been submitted, which contains supporting documentation for the Plan.

According to State legislative guidelines, a General Plan must include, but is not limited to, policies governing Land Use, Circulation, Housing, Conservation, Open Space, Seismic Safety, Noise, Safety and Scenic Highways. Communities may desire to include additional optional elements, such as Historic Preservation, Downtown, Energy Conservation, etc., to address in greater detail issues of special concern.

Several criteria have been applied in the preparation of this General Plan that serve to distinguish it from many other General Plans.

- First, it has been recognized that to be most effective, the plan should be prepared in a form which readily permits supplementation and amendment. It is hoped that the loose-leaf format, and the presentation on a chapter by chapter basis, will serve this purpose and avoid the monolithic take-it-or-ignore-it character of many General Plans.
- Second, to enable the Plan text to be capable of adoption and execution as a legislative document, to the greatest extent possible it has been purged of narrative text and technical data, is concise, and addresses only the goals and policies to be followed and the implementation efforts these imply or require.
- Third, to a great extent, the policies and programs have been formulated from the standpoint of what is achievable and feasible, now or in the relatively short-term future. While this may diminish the visionary or utopian character of the Plan to some extent, it is increasingly less acceptable to set planning objectives or policies which are not implementable from a practical standpoint, or which have only a decorative purpose. In some instances, the expression of policies has involved

difficult trade-offs between conflicting purposes or values. The results are not likely to please everyone, and in some cases may represent the apparently least undesirable of several less than satisfactory alternatives.

COMBINED GENERAL PLAN/ZONING MAP

The Combined General Plan/Zoning map in its adopted form is an important document since it represents a clear and graphic expression of the development pattern desired in the city, consistent with policies contained in the Plan text.

In many communities, General Plan maps delineate land uses according to broad categories, with generalized boundaries. In cities like National City, which are fully developed with urban-type uses, it is possible to establish more specific land use delineations. It is intended to take this one step further in this case, in that the adopted Combined General Plan/Zoning map, and adopted supplementary Zoning Maps, serve as the new, revised map of zoning districts for National City.

The Combined General Plan/Zoning map contains four major categories of land use designations, and indicates appropriate areas for each. The pattern of land uses defined in the map also reflects the location of the City's zoning districts, although it should be recognized that the provisions for these districts contained in the Land Use Code spell out more specific development requirements and standards than the General Plan land use designations and policies. A discussion of the major characteristics of each of the General Plan land use categories is included elsewhere in this document.

The land use categories on the General Plan map are as follows:

RESIDENTIAL

- Single-Family Estate (1 dwelling unit per lot; 1 acre minimum)
- Single-Family Large Lot (1 unit per lot: 10,000 ft² minimum)
- Single-Family Small Lot (1 unit per lot; 5,000 ft² minimum)
- Single-Family Extendable (1 unit per 5,000 ft² lot area)
- Two-Family (2 units per lot; 5,000 ft² minimum)
- Multi-Family Extendable (1st:5,000 ft²/2nd:4,000 ft² /3rd +:3,000 ft² each)
- Multi-Family Limited (existing multi-unit complexes)
- Senior Citizen Housing
- Mobile Home Park

COMMERCIAL

- General Commercial
- Medium Commercial
- Limited Commercial
- Tourist Commercial
- Automotive Commercial
- Heavy Commercial
- Shopping Center Commercial

INDUSTRIAL

- Light Manufacturing
- Medium Manufacturing
- Heavy Manufacturing
- Tidelands Manufacturing

INSTITUTIONAL

- Civic Institutional
- Private Institutional
- Open Space Reserve

There are ten overlay designations indicated on the Combined General Plan/Zoning map, which may be applied individually or in combination to certain areas of the city, and serve to condition development. The overlay designations are combining zones and may be applied anywhere in the city as determined appropriate through zoning implementation. The overlays are not General Plan categories but are considered consistent with and authorized by the General Plan.

OVERLAYS

- Open Space
- Planned Development
- Redevelopment
- Planned Unit Development
- Height Restriction
- Coastal Zone
- Floodway
- Unified Port District
- General Plan Pre-Zone
- General Plan Tentative Zone

The General Plan map also identifies the location of certain public and other significant facilities within the city, which have a bearing on public services or other aspects of the Plan:

FACILITIES

- School
- Parks/Recreation
- Fire Station
- Utility
- Historic Structure
- Medical
- Military Reservation
- Unified Port District
- Trolley Station

It is believed that the General Plan map is a consistent and appropriate reflection of the policies contained in the General Plan text. However, neither the text nor the map are submitted as rigid or unchangeable documents, and in considering any possible additional adjustments to either, it is necessary to determine that the criterion of internal consistency is met. Final decisions with regard to both the General Plan text and map rest with the Planning Commission and City Council.

UPDATING, AMENDING AND IMPLEMENTING THE GENERAL PLAN

There is always a need to update and amend General Plans over time. The General Plan is based upon analyses and assumptions concerning social, economic and physical conditions, and this basic information is subject to periodic change and refinement. Each year, the City should review the Plan and, if necessary, update its supporting data in the light of new conditions and information.

Proposed changes should always be evaluated in regard to environmental impact and consistency with the balance of the document. The City Council and Planning Commission must hold a public hearing prior to amending the General Plan. Once the General Plan is amended, the City then revises its Zoning or other ordinances to achieve consistency with the amended General Plan, as may be needed. According to State Law, the General Plan cannot be amended more frequently than three times per calendar year.

It is intended that the final phase of the General Plan Update Program will involve the preparation of an Implementation Report, which will outline the various revisions to regulatory ordinances and other planning and programming measures necessary for the City to achieve consistency with the General Plan as adopted.

ORGANIZATION OF THIS DOCUMENT

Each of the nine elements mandated by the State Planning and Zoning Law are contained in this General Plan. Because these nine categories are closely related to each other, they are not addressed separately. Instead, the different aspects of development in National City are discussed under five general topics, and in this process all the mandatory elements are covered. Table 1 identifies the location of material relating to each element within this text.

The five chapters comprising this General Plan are as follows:

- II Overall Urban Framework
- III Natural Setting
- IV Housing
- V Economic Development
- VI Public Services and Facilities

Each chapter begins with a brief statement of the existing needs and conditions to be addressed by the General Plan. This statement is followed by:

- Policies - expressions of City objectives and intentions regarding given General Plan issues. Each Policy is identified by a bold type letter reference in the left hand margin, in consecutive sequence within each chapter.
- General Plan Map Provisions - a brief discussion of the geographic designations portrayed on the General Plan map.
- Implementation - statements of proposed specific City actions designed to achieve the stated General Plan Policies. Each action is identified by a bold type number in the left hand margin, in sequence within each chapter.

The implementation recommendations contained in the Plan text are a very important portion of this General Plan document, because they indicate the practical and programmatic requirements for carrying out policies. These recommendations enable the immediate and longer term implications of the policies to be clearly seen.

Table 1

Relationship Between Required Elements and Chapters

in This General Plan

(Read horizontally across columns.)

Required Elements / Chapters	II Overall Urban Framework	III Natural Setting	IV Housing	V Economic Development	VI Public Services and Facilities
Land Use	x	x	o	o	o
Circulation		o			x
Housing	o		x		
Conservation	o	x			
Open Space	o	x			x
Seismic Safety		x			o
Noise		x			
Safety		x			x
Scenic Highways					x

x = Major Discussion

o = Secondary Discussion

II. OVERALL URBAN FRAMEWORK

Most of the area within the City of National City is currently developed with urban-type uses, leaving a limited amount of land vacant and available for further construction. Since developable land is relatively scarce, future development in the city might often involve some change to an existing use and within an already built-up area. Therefore, policies governing new development together with the improvement of existing areas are given special emphasis in the General Plan.

This chapter addresses the location and extent of new development; where it should be encouraged or restricted; the kind of development pattern which is preferred for National City; the appearance of the city, and the overall future identity of the community.

POLICIES

URBAN DEVELOPMENT

- A New development in National City will occur in a planned and orderly manner, will be of the highest possible quality and most appropriate to the needs of the community, and will enhance and complement surrounding areas.
- B The City will preserve National City's identity as a distinct community, promoting a high quality urban environment with stable residential neighborhoods and healthy business districts.
- C The remaining vacant land in National City, as well as major underutilized areas, will receive special attention from the City and will be treated as community assets, to ensure that their eventual development provides the optimum benefit to neighboring areas and the entire city.
- D New development in National City will be subject to the availability of adequate public services and facilities, and will recognize appropriate environmental considerations.

- E The City will encourage privately initiated redevelopment efforts in residential, commercial and industrial areas of National City, and will utilize public redevelopment resources where necessary to stimulate and leverage private investment.
- F Land which may become accessible as a result of a public improvement effort will be developed in a way compatible with surrounding land uses and in the best interests of the city.
- G The City will encourage closer communication and coordination with the Navy and the Port District, in order to participate in their planning activities and further the city's interests.
- H Future annexation proposals, such as in the Lincoln Acres or Bonita areas, will consider both the financial impact on the City and the preferences of residents and owners in the area.
- I The City will discourage the development of new fast food restaurants in the following geographic areas to ensure that potential land use conflicts are minimized and that future development is compatible with the existing character of the areas:
 - 1. Eighth Street Highland Avenue east to Interstate 805;
 - 2. Sweetwater Road on both sides of I-805 from the golf course east to Plaza Bonita Shopping Center;
 - 3. East side of "G" Avenue between 2nd Street and 7th Street;
 - 4. West of "I" Avenue between 5th and 8th Streets.

COMMUNITY DESIGN

- J Major entry points to National City will be beautified by well-designed landscaping and signage, relying on both private efforts and public resources, in order to promote civic pride and reinforce community identity.
- K Landscaping of public parkways will continue to be encouraged, through both private and public efforts.

- L The City will promote water-conserving plant species and low-maintenance designs in public and private landscaping installations.
- M The ongoing program of removing overhead utility wiring along major roadways and installing them underground will be continued, financed by allocations from SDG&E.
- N Underground wiring will continue to be required of all new large-scale development projects where feasible.
- O Voluntary improvement of existing signs will be encouraged by the City, to help promote a more attractive street scene in National City's business districts.
- P The City will exercise architectural design control and site plan review on new development in important commercial and industrial districts, to ensure the best mutual support and compatibility and the most efficient use of land, and to help strengthen each business area. Guidelines will recognize reasonable cost considerations for owners in design requirements and procedures.
- Q Design review procedures will be continued within existing Redevelopment Project Areas.
- R Neighborhood rehabilitation and beautification activities will continue to be encouraged and assisted, using both private and public resources. Property conservation and community appearance will be encouraged through the adoption of appropriate programs and regulations.
- S The City will continue to encourage and assist private efforts for the preservation and restoration of historically significant properties.
- T All proposed fast food restaurant facilities shall be designed to demonstrate sensitivity to the visual and physical characteristics of the particular location and shall not be in conflict with the character of the surrounding community.

GENERAL PLAN MAP

The General Plan map is incorporated on the Combined General Plan/Zoning Map, which portrays the distribution of land uses desired within National City. In addition to basic residential, business and institutional land use classifications, a number of overlay designations may be applied to certain areas of the city and considered consistent with the General Plan through their adoption as combining zones, pursuant to zoning ordinance adoption and amendment procedures. These overlays indicate an intention to regulate development on those properties, in order to assure the optimal use of the land.

Planned Development: Requires formal review of plans for new construction by the Planning Commission, and allows for imposition of additional design conditions for development approval.

Planned Unit Development: Applied to larger residential areas, PUD designation allows clustering and requires submission and approval of in depth development plans.

Redevelopment: Identifies properties included in adopted redevelopment plans, the use and development of which is regulated by the Community Development Commission.

Height Restriction: Places a restriction on allowable building height, lower than otherwise permitted by the City's development regulations.

General Plan Pre-Zone: Enables the City to pre-zone unincorporated territory adjoining the City for the purpose of determining the zoning that will apply to such property in the event of subsequent annexation to the City.

General Plan Tentative Zone: Applies a temporary zone to a property until such time as a specific plan has been adopted.

The delineation of land uses on the Combined General Plan/Zoning map recognizes and closely reflects current types and intensities of activity in most of the city. Active business districts are shown without much change, and the types of residential development allowed in most neighborhoods closely match what currently exist in those areas.

IMPLEMENTATION

Urban Development

Revise National City's zoning and development ordinances to implement and achieve consistency with the provisions of the General Plan.

- 2 Continue and strengthen the City's review of development planning, to ensure that future development is compatible with the immediate neighborhood and the community, and to minimize potential negative impacts.
- 3 Evaluate potential uses, which are compatible with the surrounding neighborhood, for any land along the western edge of Las Palmas Park which may remain available after construction of the extension of Palm Avenue to 30th Street, and which is not suitable for recreation use.
- 4 When land along the present course of the Sweetwater River becomes available following construction of the Sweetwater Flood Control Channel, promote its use for private industrial development.
- 5 Continue adopted Redevelopment Program activities at National City Boulevard & Eighth Street (downtown), within the Christman Industrial area, and elsewhere in the City, where public involvement is deemed necessary to stimulate private investment.
- 6 Strengthen the City's review of fast food restaurant proposals to ensure that future development is compatible with the immediate neighborhood and the community and to minimize potentially negative impacts.

COMMUNITY DESIGN

- 7 Promote private and public efforts to provide special landscaping and signage treatment at major entry points to National City, and along the city's public ways. Such special beautification efforts should be applied to each existing and proposed interchange of Routes 5, 805 and 54 located in the city, and to the entry points of the following roadways:
 - o National City Boulevard
 - o Highland Avenue
 - o Euclid Avenue
 - o Civic Center Drive
 - o Division Street
 - o Paradise Valley Road
 - o Eighth Street
 - o Eighteenth Street
 - o Sweetwater Road

- 8 Encourage the State to provide more extensive landscaping and other beautification measures along I-5 and I-805 within National City.
- 9 Conduct street landscaping and other beautification efforts along Civic Center Drive, McKinley Avenue, Roosevelt Avenue, and Euclid Avenue near El Toyon Park.
- 10 Promote sign and facade improvement efforts in business districts and rehabilitation in residential neighborhoods; pursue funding resources for such activities, and provide technical assistance to property owners.
- 11 Continue the current program to relocate overhead utility lines underground and remove utility poles, along major roadways. As much as possible, attempt to coordinate this work with other street and utility improvement projects.
- 12 Establish appropriate standards, procedures and boundaries for architectural design and site plan review within the following areas:
 - o Town & Country Shopping Center area
 - o Highland/Plaza commercial area
 - o National City Boulevard
 - o Civic Center Drive
- 13 Continue to support preservation efforts in the Brick Row-Heritage Square historic district.
- 14 Develop a technical assistance program offering information on financial assistance sources and repair techniques, to stimulate the rehabilitation of historically significant properties in National City.
- 15 Demonstrate that the design of future fast food restaurant facilities is appropriate to the visual and physical characteristics of the particular location, including siting, signing, lighting, landscaping, fencing materials, windows, and building materials and colors.

III. NATURAL SETTING

National City is almost fully developed, with land uses predominantly urban in nature. The few remaining pockets of vacant land have been significantly impacted by past use and by their proximity to the surrounding urban region. There is not much area which has remained undisturbed or unaltered from its original natural condition. Most of the waterways in the city have been culverted or channelized, and offer limited scenic or wildlife value.

The Local Coastal Plan addresses goals related to attempting to preserve and revitalize the Paradise Marsh area, near the mouth of the Sweetwater River. The Marsh serves as a habitat for several significant plant, bird and aquatic animal species, and is one of the few coastal marshes remaining in the San Diego area.

The Army Corps of Engineers has been planning construction of a flood control channel along the Sweetwater River, to eliminate the flooding potential along the southern edge of the city. The Sweetwater River area provides a habitat for several sensitive bird species, migratory and resident.

The Sweetwater Fault runs through the far eastern edge of the city, but based on available information it is considered to be inactive. However, the entire San Diego region is prone to earthquakes, and suitable precautions should be practiced.

The policies and implementation measures in this chapter address standards for development which are intended to protect the city's population and property from possible natural hazards and to improve the quality of life in National City.

POLICIES

NATURAL HAZARDS

- A The City will enforce appropriate development regulations concerning geologic, soils and seismic hazards, and will monitor regional conditions, such as fault activity, which pertain to National City.
- B The City will explore necessary measures to protect areas in danger from flood hazards.
- C Assessment of potential flood and drainage impacts will be required of all major new developments. When significant impacts are identified, the project will provide adequate mitigation either directly or will provide the means for financing necessary public drainage improvements.
- D The City will cooperate with regional agencies in programs designed to reduce air and water pollution levels from all sources.
- E Development on steep slopes within the City will be regulated as necessary for both public safety and natural conservation purposes.

CONSERVATION AND OPEN SPACE

- F The City will preserve open space areas as necessary and desirable to conserve natural resources, to provide adequate recreation, and to protect public health and safety.
- G The City will require that new development be designed to minimize energy consumption, and will encourage retrofitting of existing buildings with energy conservation systems.
- H The City will support efforts by the Coastal Commission and Army Corps of Engineers related to preserving valuable natural habitats in the Paradise Marsh and Sweetwater River areas.

NOISE

- I. Transportation and land use planning will be coordinated to promote acceptable noise levels for specific types of urban activities.
- J. The City will encourage the location of sensitive land uses away from high noise areas, or require mitigation to control adverse noise impacts.
- K. Protection from excessive levels of noise will be a high priority in National City, to providing a quality living environment.
- L. The City will seek to maintain noise levels which are consistent with Title 12 of the National City Municipal Code.

GENERAL PLAN MAP

The Combined General Plan/Zoning Map illustrates the policies relating to the environment in several ways. Three parcels of land have been designated as Open Space Reserve land use, two at Paradise Marsh and one alongside Plaza Bonita in the Sweetwater River floodplain. This category is intended primarily to implement the Local Coastal Plan, regarding preservation of open space wetland areas and passive use of the land for limited nature study purposes.

The Combined General Plan/Zoning Map designates all properties located within the Coastal Zone, which are subject to the development standards and specific requirements of the Local Coastal Plan, by means of an overlay designation. The map also delineates the official boundaries of land within the city that is possibly vulnerable to flooding, and which is subject to special protective City development regulations.

IMPLEMENTATION

NATURAL HAZARDS

- 1 Maintain and improve the City's participation in regional planning for natural hazards, such as earthquakes and floods, and evaluate any new circumstances that may apply to National City.
- 2 Monitor any new information concerning the Sweetwater Fault, currently judged inactive, which runs through the far eastern portions of the city, and the La Nacion Fault, judged potentially active, which is less than a mile east of the City limits.
- 3 Revise and enforce appropriate development regulations as necessary to comply with recognized standards for protection from geologic, soils and seismic hazards, to ensure public safety.
- 4 Ensure through development regulations that proposed new development adequately provides for on- and off-site mitigation of potential flood hazards and drainage problems.
- 5 Prepare a city-wide Drainage Plan, and promote funding and implementation of needed flood control and drainage improvements.
- 6 Permit development on hillsides with steep slopes (greater than 25% grade) only at appropriate densities to minimize both potential safety hazards and disturbance of the natural terrain.
- 7 On hillsides with more than a 25% slope, require geologic studies of slope stability before permitting any development.
- 8 Set development standards for slopes over 15% grade to minimize grading and disruption of the natural terrain, and require suitable landscaping to stabilize slopes and prevent landsliding or erosion.

CONSERVATION AND OPEN SPACE

- 9 Seek implementation of the adopted Local Coastal Program's Land Use Plan, regarding preservation and upgrading of natural resources in the Paradise Marsh and Bayfront areas of the Coastal Zone in National City.
- 10 Participate with the Army Corps of Engineers during planning and construction of the Sweetwater Flood Control Channel to maximize conservation of natural resources and provision of recreation opportunities.
- 11 Assist developers in complying with State regulations for energy efficient construction, including passive and active energy conservation systems and protection of adequate solar access.
- 12 Promote energy conservation education activities in the city, and encourage efforts by property owners and residents to reduce energy consumption.
- 13 Participate in regional efforts to promote water conservation, and encourage economic water usage by the City, local residents and area businesses.

NOISE

- 14 Promote construction by Caltrans of sound barriers along I-805 and SR 54, where appropriate and desirable to protect adjoining residential neighborhoods or sensitive facilities such as schools and parks.
- 15 Continue enforcement of the City's Noise Control Ordinance, both by responding directly to complaints and by conducting field monitoring compliance checks to identify violators.

- 16 Regulate the placement and construction both of new noise generators, to avoid excessive interior and exterior noise level impacts on adjacent properties; and of new noise receptors (such as housing and schools), to minimize the negative effects of local noise generation.
- 17 Promote retrofitting with noise reduction materials of existing sensitive noise receptors (residences, schools, rest homes) in areas subject to high noise levels.

IV. HOUSING

State General Plan Guidelines require all localities to prepare a Housing Element which supports the following three policy objectives:

- The provision of decent housing for all persons regardless of age, race, sex, marital status, ethnic background, source of income or other arbitrary factors.
- The provision of sufficient housing selection by location, type, price and tenure.
- The development of a balanced residential environment with access to employment opportunities, community facilities and adequate services.

The goal of housing policies is the provision of a decent home and a pleasant living environment for National City's residents, and implementation of State housing policy objectives.

National City adopted a new Housing Element of the General Plan in September, 1980, which was approved by the State Department of Housing and Community Development. This chapter incorporates the policies and program recommendations contained in that document, addresses additional aspects of the residential environment, and describes the General Plan map's categorization and delineation of residential areas in the city. The 1980 Housing Element contains a large amount of narrative and technical data. That report is referenced in its entirety as a supplement to the Technical Appendix.

The Housing Program followed by National City supports the five policy goals voiced in the State Housing Element Guidelines:

- Preservation of Existing Housing and Neighborhoods.
- Preservation of Affordable Housing.
- Standards and Plans for the Provision of Adequate Sites for Housing.
- Adequate Provision for the Housing Needs of All Economic Segments of the Community.
- Provision of Accessible Housing.

National City currently contains a much higher proportion of rental housing and many more affordable dwelling units than the County and most surrounding communities. Both the adopted Housing Element and this General Plan recognize as major goals in National City the preservation of existing residential neighborhoods and provision of a wide range of housing opportunities. These goals translate into policies to protect neighborhoods from inappropriate development and encourage homeownership, while recognizing the obligation to continue providing for affordable housing.

The following policy statements and implementation recommendations address the City's housing goals. In addition, the Comprehensive Housing Program of the 1980 Housing Element is incorporated herein by reference, in its entirety.

POLICIES

- A The City will foster the availability of a broad range of housing types in order to achieve greater community balance.
- B The City will maintain high development standards for both single and multi-family construction.
- C In order to promote a higher rate of homeownership, the infilling of vacant lots with single-family homes will be encouraged wherever possible.
- D The City will work to preserve both the affordability, supply and quality of the existing rental and owner housing stock.
- E The City will work with the private sector to stimulate the development of higher quality owner and rental housing.
- F The City will participate with adjacent municipalities and the San Diego Association of Governments (SANDAG) in the identification and development of joint efforts to meet housing needs expected to arise from employment growth and population shifts.

- G The practice of effective management will be encouraged in all rental housing projects in order to maintain and improve the quality of the City's rental housing.
- H The City will promote the provision of adequate housing for households with special needs, including but not limited to large families, minority families, handicapped persons and the elderly.
- I The City will protect established single-family residential neighborhoods from inappropriate higher-density residential or non-residential development which might affect the stability of the neighborhood and the quality of life. Second units as proposed by SB 1534 (MELLO) should not be allowed in single-family residential neighborhoods.
- J The City will minimize the disruption and potential hazard to residential neighborhoods posed by through traffic, heavy vehicles, hazardous shipments and excessive noise.

GENERAL PLAN MAP

Nine residential land use categories are indicated on the National City General Plan map. These categories are used to delineate relatively small areas of the City, and to reflect both their existing character and the type of development desired in the future. The designation of residential property in National City closely follows the current type and scale of housing in each neighborhood, and ensures that future development will be similar in nature.

- Single-Family Estate: permits one single-family dwelling per lot, with a minimum lot size of one acre.
- Single-Family Large Lot: permits one single-family dwelling per lot, with a minimum lot size of 10,000 square feet. (Equivalent to a maximum potential yield of 4.4 units per net acre.)
- Single-Family Small Lot: permits one single-family dwelling per lot, with a minimum lot size of 5,000 square feet. (Equivalent to a maximum potential yield of 8.7 units per net acre.)
- Single-Family Extendable: for lots which cannot be subdivided in accordance with the City's Land Use Code, permits one detached single-family dwelling for each full 5,000 square feet of lot area, subject to all appropriate development standards (yards, building separation, etc.). (Equivalent to a maximum potential yield of 8.7 units per net acre.)

- Two-Family: permits two dwelling units per lot, either as a duplex or two single-family structures (subject to appropriate development standards), with a minimum lot size of 5,000 square feet. (Equivalent to a maximum potential yield of 17.4 units per net acre.)
- Multi-Family Extendable: permits construction of single-family, duplex or multi-family housing, according to the following formula: one dwelling unit for the first full 5,000 square feet of lot area, a second unit for the next full 4,000 square feet, and an additional unit for each full 3,000 square feet. (Equivalent to a maximum potential yield of 14.5 units per net acre beyond the first 9,000 square feet.)
- Multi-Family Limited: identifies existing large-scale multi-unit complexes and allows their continued presence.
- Senior Citizen Housing: recognizes the City's Morgan Towers housing complex, plus adjacent land intended for additional similar housing construction.
- Mobile Home Park: permits coordinated, large-scale development specifically for mobile homes.

IMPLEMENTATION

- 1 Continue using funds from the Housing and Community Development Act, as well as funds generated by the City's Redevelopment Program, to conserve and improve the existing housing stock and upgrade neighborhood conditions.
- 2 Exercise design and development review to ensure that all proposed residential developments fulfill the objectives of the Housing Element.
- 3 Continue using Housing Assistance Programs to meet the needs of lower and moderate income households for affordable owner and rental housing.
- 4 Help develop apartment management incentives and management assistance programs through joint public-private sponsorship.
- 5 Encourage formation of a local apartment owners' chapter within the San Diego Apartment Association to promote volunteer efforts to satisfy some of National City's housing needs.

- 6 Continue planning activities for the construction of the Morgan Towers II Senior Citizen housing complex.
- 7 Continue the City's prohibition on the conversion of existing duplexes or apartment houses to condominiums, community projects, or stock cooperatives, in order to maintain the current supply of rental housing.
- 8 Evaluate and revise development regulations as necessary to encourage use of less expensive building technologies, in order to encourage provision of affordable housing.
- 9 Continue to implement the City's adopted Comprehensive Housing Program, including extension of existing housing programs and consideration of possible additional programs.
- 10 Work with the Navy to address on-base and off-base housing needs of military personnel and their families.
- 11 Identify strategies to encourage single-family housing construction on vacant lots within established neighborhoods; to attract households from all economic levels into the city; and to improve National City's image as a desirable community in which to live and work.

V. ECONOMIC DEVELOPMENT

Two basic goals underlie the General Plan's policies on economic development in National City.

- To preserve and strengthen existing commercial and industrial uses.
- To provide a favorable climate for attracting new, high-quality business activity into the City.

National City has experienced a significant amount of recent new large-scale business development, at Plaza Bonita, Town & Country, Christman Industrial Park and Mile of Cars, as well as scattered development throughout the city. Future economic development priorities focus on maintaining and strengthening these new business areas, stimulating revitalization of the Downtown and Highland/Plaza commercial districts, and attracting new suitable development to available industrial and commercial sites within the city.

The City has made extensive use of its redevelopment powers to stimulate private investment. National City government will continue to take a strong interest and active role in ensuring the economic well-being of the community and its residents.

POLICIES

- A Future business development in National City will emphasize clean, high-quality, labor-intensive retail, professional and supportive activities, as well as similar industrial and related activities, within appropriate business districts.
- B The City will encourage the development of large-scale business facilities of a location, design and content which will improve the diversity and quality of National City's economic environment.

- C Standards to improve the structural integrity, design, siting, parking, signage, landscaping and other amenities of both new and existing development will be implemented to support compatibility with adjacent land uses and strengthening of the overall business environment.
- D The City will encourage office development within appropriate business districts, to create a more rounded economic base and provide more diverse employment opportunities.
- E Private revitalization of the Highland/Plaza commercial district as a major community-oriented shopping area will be a continuing high priority of the City.
- F A water-oriented, commercial recreation area will be established adjacent to the Paradise Marsh/Sweetwater Flood Channel outlet, in accordance with the Local Coastal Plan.
- G The City will maintain a strong, ongoing communication and cooperation with the local business community.
- H The City will assist the business community in evaluating National City's marketing and development potential, and in identifying development strategies which are beneficial to both the public and private sectors.
- I The City will protect the integrity and quality of the residential environment by restricting the type of business activity allowed within the city's neighborhoods.

GENERAL PLAN MAP

The General Plan map of National City designates seven categories of commercial activity and four of industrial land use. While there may be some overlap in allowed uses, each district represents a distinct level of economic activity, with a unique role in the City's economy and a sound combination of complementary land uses.

COMMERCIAL

General Commercial: intended for high intensity commercial and complementary development, along major roadways and in community shopping complexes; this is the only business category which also allows residential development.

Medium Commercial: designated mainly along National City Boulevard north of Sixteenth Street, intended for smaller-scale mixed commercial uses; the area includes the City's old downtown, and is characterized by small properties with high lot coverage.

Limited Commercial: provides for small-scale, limited convenience retail shopping at the neighborhood level.

Tourist Commercial: located near freeway interchanges, to provide services, goods and accommodations for automobile-oriented visitors.

Automotive Commercial: located along southern National City Boulevard, and identified as "Mile of Cars", provides sales and service for automobiles and other vehicles.

Heavy Commercial: in several locations, mainly near the central and southern portions of National City Boulevard, provides specialized services and repairs and limited manufacturing.

Shopping Center Commercial: applied to the Plaza Bonita regional shopping center on Sweetwater Road, to accommodate the intensive, large-scale commercial development and ancillary facilities existing there.

INDUSTRIAL

Light Manufacturing: intended for use near residential, commercial or environmentally sensitive areas, permits low-intensity, high quality industrial activities, along with office and institutional development.

Medium Manufacturing: designated within the larger industrial district west of I-5, permits a wider range of intermediate industrial uses.

Heavy Manufacturing: permits intensive industrial use; intended for select uses west of I-5, suitably separated from residential areas.

Tidelands Manufacturing: located along the city's bayfront, permits marine-oriented industrial and service activities; this area is under the jurisdiction of the San Diego Unified Port District.

The Combined General Plan/Zoning map designates through an overlay land that is subject to the planning and development regulations of the Unified Port District, as

specified in that agency's separate General Plan. The Plan map also identifies the 24th Street Marine Terminal as property under the direct control of the Port District.

IMPLEMENTATION

- 1 Implement Redevelopment Program plans to stimulate new, varied commercial and related development in the Downtown National City Boulevard/Eighth Street Area, and to revitalize the surrounding business district.
- 2 Continue other Redevelopment efforts to attract new industrial, office and commercial development to National City.
- 3 Encourage multi-tenant office development in the light industrial districts bordering I-5, near highway interchanges, to create a strong mixed light industrial-office business park environment.
- 4 Evaluate proposals for new industrial uses west of I-5, to assure minimum negative environmental impact and maximum economic benefit to the City.
- 5 Continue working with the Unified Port District to attract additional marine-related industrial activity to the property under its jurisdiction, and to improve the level and quality of industrial land use in National City.
- 6 Emphasize land- and labor-intensive commercial and industrial development, in order to generate the greatest tax and employment benefits from the limited amount of land and relatively small sites available in the city.
- 7 Promote private revitalization and new development efforts in the Highland/Plaza commercial district, to strengthen its role as a community-oriented shopping area.

- 8 Maintain close liaison with the Chamber of Commerce to assist in supporting the economic health of local businesses.
- 9 Update previous retail-commercial economic analyses, in light of the impact of Plaza Bonita and the availability of new 1980 census data, in order to define the city's current market area, target underserved business categories with potential for expansion, and assist the business community in identifying successful development strategies.
- 10 Investigate the current industrial development potential for property in National City, in terms of recent regional trends, relative competitive position, local labor pool characteristics and locational advantages of available sites, in order to assist the business community in identifying successful marketing strategies to attract new development.

VI. PUBLIC SERVICES AND FACILITIES

The provision and maintenance of public facilities and services can influence not only the timing, location and scale of new development, but also the quality of the existing residential and economic environment.

The existing level of public services in National City is satisfactory overall, although deficiencies may exist at scattered locations within certain basic systems (sewers, roadways, parks, drainage, public safety).

The purpose of this chapter of the General Plan is to establish a basic framework of proposed policies to meet the needs of National City's residents, and to support the implementation of other General Plan objectives.

The general public service policy of the National City General Plan is to maintain and improve basic services sufficiently to preserve a safe environment, accommodate present demands for services, and anticipate the new development provided for in the General Plan. The primary mandate of the General Plan is that the City practice sound long-range planning and budgeting, to identify and be prepared for needed capital improvements.

POLICIES

RECREATION

- A National City will work to improve the quality and availability of recreation resources for its residents through the maintenance and upgrading of existing parks, the strengthening of recreation programs, and the increased utilization of school recreation facilities.
- B Recreation facilities and programs will address the needs of all segments of the population, and will be available to all city residents.

- C The City will continue its program to develop new school/community recreation parks on the grounds of suitable elementary schools, as funding becomes available.
- D The City will promote development of regional recreation and open space resources which will benefit National City residents, with special emphasis on the Coastal Zone and the Sweetwater River system.

TRANSPORTATION AND CIRCULATION

- E Traffic circulation improvements will emphasize actions which minimize land acquisition and major construction, such as better signalization and road markings, and more left turn restrictions.
- F The City will work with CALTRANS, SANDAG and other responsible agencies to identify, plan and implement needed transportation improvements.
- G The City will conduct roadway construction projects which are identified as desirable to the overall circulation pattern.
- H The City will promote construction of freeway routes 252 and 54 as originally planned, without significant downscaling, as key elements in the regional transportation system and necessary to divert heavy through traffic from local streets.
- I The City will promote better transit services and encourage closer integration among the various transit systems, to provide convenient access to residential, employment and shopping areas of National City.
- J The City will promote local bicycle usage and safety through public and private education and development activities.
- K The City will identify and implement necessary and desired pedestrian improvements, with a special emphasis on providing safe access for schools, parks, shopping districts, and other appropriate facilities.

- L The City will promote development efforts to reduce architectural barriers which restrict full movement and access by less mobile segments of the population.
- M All transportation planning will recognize the priority for protecting the quality of the residential environment in National City's neighborhoods, and for minimizing any impact on schools, hospitals, rest homes and other sensitive facilities.

PUBLIC SAFETY

- N The City will coordinate with the County and other agencies regarding disaster preparedness planning, to ensure the health and safety of residents during any emergency.
- O Volunteer programs and community involvement activities will be established to support public safety departments' efforts toward improving the safety of City residents.
- P Fire safety programs and planning will be strengthened in National City, regarding development standards and fire protection services.
- Q The presence of hazardous materials in National City will be monitored to protect the health and safety of city residents.
- R The City will give attention to maintaining and improving medical services available to National City residents.

OTHER SERVICES AND FACILITIES

- S The City will maintain communication and coordinate planning with the appropriate public agencies for evaluation and improvement of the various public facility service systems (water, sewerage, drainage, street lighting, streets & highways and other utilities), to adequately service existing and projected future development and maintain a high quality urban environment.

- T. Capital improvements programming for major public development projects will recognize long term maintenance requirements and address future budget and manpower needs.
- U. The City will work to provide services in each area of responsibility, at levels adequate to satisfy identified needs.
- V. The City will continue short-term and long-range planning efforts to identify needed capital improvements, secure sources of funding, and schedule development activities.
- W. The City will participate with appropriate agencies to improve the availability of desired social services to National City residents.

GENERAL PLAN MAP

RECREATION

The Combined General Plan/Zoning map indicates all existing park and recreation areas within the city, including public parks and schoolyards, the golf course and pool, and the City's boat ramp. Along with these specific facilities, the Combined General Plan/Zoning map applies an Open Space overlay on certain property within the city, which limits development in such areas and provides permanent open space, consistent with the underlying land use designations. These areas include formal recreation facilities, waterways, open rights-of-way and other appropriate locations.

In addition, the Open Space Reserve land use designation classifies three sites in the City for preservation, at Paradise Marsh on both sides of I-5 and west of Plaza Bonita, and allows their use for limited passive recreation/educational purposes.

TRANSPORTATION AND CIRCULATION

The General Plan map recognizes the rights-of-way of freeways I-5, I-805 and SR 54, together with the San Diego Trolley, and identifies them with

an Open Space overlay. Additional aspects of the Circulation Plan are displayed in figures in Appendix A, regarding functional roadway classifications, mass transit and recreation trails.

Roadways

There are four functional classifications for streets and roads in National City:

1. Freeway: limited-access, high-speed roadways passing through the city as part of a regional network (consisting of I-5, I-805 and SR 54).
2. Arterial: major local traffic channels, providing circulation across the city and access to major destination points (e.g. Highland Avenue, Plaza Boulevard); usually 4-6 driving lanes, often with synchronized signals to help traffic flow.
3. Collector: local conduits carrying traffic out of neighborhoods onto arterials (e.g. Fourth Street, Tidelands Avenue); usually 2-4 driving lanes.
4. Neighborhood: low-capacity, low-speed roads providing direct access to individual properties within neighborhoods; usually 2 driving lanes.

Figure 2 in Appendix A illustrates the designation of freeways, arterials and collectors in National City. It also indicates roadway segments within the city which are proposed for construction by the General Plan.

Public Transit

National City is served by a network of rapid transit systems providing access both within the city and out to the San Diego region. Figure 3 in Appendix A indicates the major components of this system: the San Diego Trolley and its two depots at Eighth and Twenty-Fourth Streets, plus the

proposed stop at Civic Center Drive; and the various bus routes operated by the National City and San Diego Transit Districts. The Civic Center Drive Trolley Stop is intended to be principally an intermodal transfer station for bus-trolley interface.

Scenic Highways

There are no roads in National City which are either scenic highways or eligible to become scenic highways. Therefore, the Circulation Element of the General Plan contains no official scenic highway designations.

Recreation Trails

Figure 4 in Appendix A indicates the proposed routes of a number of bicycle, equestrian and hiking trails within National City. These trails either connect to regional networks or provide access to resource areas in the Coastal Zone. While bicycle usage is encouraged along neighborhood streets in National City, no local bike trails are specifically designated at this time. The Regional Bay Route Bikeway is shown, as well as trails within the Sweetwater Flood Channel project.

PUBLIC SAFETY

The General Plan map indicates the location of two fire stations in the city, at 16th Street and at Euclid Avenue. The police station is located at City Hall, which is shown on the map in Kimball Park.

OTHER SERVICES AND FACILITIES

Two major land use designations are shown on the General Plan map which relate to services to the public:

- Civic Institutional: designates property accommodating major public facilities such as schools, parks, and municipal buildings such as City Hall and the Public Works office.
- Private Institutional: identifies quasi-public and private facilities providing basic services to city residents, including educational institutions, medical and retirement centers, and certain utilities.

In addition, the specific locations of various facilities within the city are identified, such as minor utility structures, the library and community building, City Hall, and medical and related facilities. The Brick Row and Granger Hall sites are also designated as official historic properties. Land within the jurisdiction of the U.S. Navy is identified as a "Military Reservation", with "Gate 9" shown at the end of W. Eighth Street as an entrance to the Naval Supply Center.

IMPLEMENTATION

RECREATION

- 1 Implement a comprehensive improvement effort for National City's existing public parks as needed, addressing both maintenance of existing and installation of new recreation facilities, and expansion of recreation programs.
- 2 Expand public recreational and social programs to adequately serve the needs of the city's elderly residents.
- 3 Coordinate with the National School District for the phased development of school/community recreation parks at elementary schools in the city. First priority should go to the Olivewood and Lincoln Acres Schools.
- 4 Establish cooperative programs with the Sweetwater Union and National School Districts to upgrade outdoor and indoor school recreation facilities and expand their use by city residents.
- 5 Seek implementation of Local Coastal Plan recommendations for recreation related facilities in the city's Coastal Zone, and for improved bayfront public access.
- 6 Promote development of recreational trails and other facilities as part of the Sweetwater Flood Control Channel project.

- 7 Promote continued development and improvement of the Sweetwater Regional Park System, to provide more recreational opportunities to residents of the city and the region.
- 8 Upgrade and expand recreation facilities at Las Palmas Park, such as site improvements in the new fill area on the eastern side, construction of lit tennis courts, and refurbishing of the golf course.
- 9 Expand the El Toyon Park Recreation Center, and improve other user facilities.
- 10 Continue improvement efforts at Kimball Park, following the Park Master Plan, including remodelling of Kimball Community Building and possible development of a new recreation center.

TRANSPORTATION AND CIRCULATION

- 11 Identify suitable locations to block or divert vehicles from local neighborhoods, without adversely affecting overall circulation, in order to shelter residential areas from the disruptive impact of traffic filtering through local streets.
- 12 Investigate traffic diversion and barrier techniques available to minimize unnecessary through traffic along local neighborhood streets, and monitor state regulations concerning their use.
- 13 In order to minimize disruption of traffic along major arterials, consider restricting left turns out of local streets and commercial driveways during heavy morning or afternoon commute hours, where it is appropriate.
- 14 Develop a long-range plan to identify and budget for additional needed traffic signal, intersection and related circulation improvements.
- 15 Conduct a traffic study and analysis of the short- and long-range impacts of cancellation of Route 252, and prepare a long-range plan for needed improvements to east-west arterials which will substitute for the freeway.

- 16 Promote reinstatement and construction of Route 252 as a key element in the regional transportation system; if not achievable, pursue state assistance to upgrade Division Street as an alternative arterial for through traffic.
- 17 Explore methods to channel commuter traffic generated east of National City onto I-805 and SR 54, to minimize the volume of traffic crossing the entire city to reach I-5.
- 18 Pursue opportunities with Caltrans for improvements to highway interchanges in National City, to improve public safety and traffic flow, with special attention to I-5.
- 19 Work with Caltrans concerning the placement and design of interchanges for SR 54, to ensure sufficient local access.
- 20 Plan and budget the following major roadway extension/improvement projects:
 - Completion of Euclid Avenue as a north-south arterial street, to serve the eastern section of National City.
 - Extension of Palm Avenue south along the edge of Las Palmas Park to 30th Street, to serve as a north-south collector.
 - Completion of the missing link in Hoover Avenue, over Paradise Creek, to serve the western section of the city.
 - Widening and upgrading of Division Street along its entire length, to better serve as an east-west arterial in lieu of Route 252.
 - Reconstruction of the 8th Street/Harbor Drive intersection to better accommodate the new Gate #9 at the Naval Supply Center.
 - Construction of Reo Drive between Sweetwater Road and Route 54 at the eastern city limits, to improve access to Plaza Bonita and the Sweetwater Valley area.
 - Widening of Plaza Boulevard east of South Bay Plaza to improve traffic flow through the city.
 - Construction of the link between Harbison Avenue and Reo Drive, in cooperation with the City of San Diego.

- 21 Obtain financing to implement provisions of the Local Coastal Program's Land Use Plan regarding circulation and access improvements within the Coastal Zone, including:
 - Extension of Harrison Avenue south from 24th Street to the Boat Launch Ramp.
 - Provision of access trails around Paradise Marsh.
 - Development of a separate crossing for the Bay Route Bikeway over the Sweetwater Flood Channel.
 - Connection of Coastal Zone trails with the planned Sweetwater Flood Channel trail system.
- 22 Plan for the installation of new/improved traffic signal systems where necessary, with special attention to the following intersections: Hoover & 22nd; National City Boulevard & 22nd; National City Boulevard and 1st; Highland & 14th; and Plaza Boulevard & "N".
- 23 Study the desirability and options for utilization of National City Boulevard and Roosevelt Avenue as a one-way pair, to facilitate diagonal parking and pedestrian facilities on National City Boulevard.
- 24 Consider development of a grade separation between 8th Street and the San Diego Trolley line, to improve traffic flow.
- 25 Identify desirable locations for construction of public off-street parking lots, financed through special assessment districts.
- 26 Consult with regional agencies concerning methods to improve local transit services. Consider options ranging from joint maintenance facilities to integrated management to coordination of services.
- 27 Plan and promote regarding the potential for future development of a new trolley stop at Civic Center Drive, when demand warrants.
- 28 Seek funding and identify suitable locations for installation of bus shelters.

- 29 Pursue opportunities to develop a bus turn-around at the 8th Street Trolley stop.
- 30 Promote bicycle safety within the city, including educational activities and use of neighborhood streets rather than busy arteries.
- 31 Encourage installation of bicycle storage facilities within new and existing parking lots and at private and public gathering places.
- 32 Promote development within National City of local portions of the regional bicycle trail system, with emphasis on the Coastal Zone and the Sweetwater Flood Control Channel.
- 33 Construct access wheelchair ramps as a part of all new development or improvement projects involving key intersections near schools, parks, public buildings and major business districts.
- 34 Remodel public buildings and facilities as necessary to allow full access and use by the handicapped.
- 35 Require all new development to be designed to be free of exterior and interior barriers to full movement and access, and promote remodelling of existing businesses and other private facilities to allow full access.

PUBLIC SAFETY

- 36 Strengthen disaster planning and training activities by City departments, and improve emergency coordination procedures with the County and other appropriate agencies.
- 37 Establish neighborhood watch volunteer programs in suitable areas of National City, strengthen police department outreach and community education efforts, and improve citizen communication and participation opportunities in public safety activities.

- 38 Monitor the adequacy of current levels of police and fire staffing and services, and institute improvements as necessary.
- 39 Consider opportunities within present City Hall facilities to enlarge the spaces available to the police department, and to make more efficient use of the space currently occupied.
- 40 Proceed with development of the new Euclid Avenue fire station, and implement other improvements as necessary to ensure adequate fire protection.
- 41 Maintain the operation of two fire stations to serve National City: Lincoln Acres (and afterwards Euclid Avenue) for the eastern section and Lincoln Acres; and the Sixteenth Street station for the central portion of the city and the western industrial district. Before considering any change regarding these facilities, evaluate the possible impact on National City's participation in regional mutual and automatic aid agreements.
- 42 Coordinate the provision of fire protection services to Lincoln Acres with fire services in National City, to ensure adequate coverage throughout the region and efficient utilization of public fire facilities.
- 43 Once the Euclid Avenue fire station is operating, evaluate the opportunities for public reuse or sale of the Lincoln Acres facility.
- 44 Consider participation and contribution by the fire department in the "South Bay Consolidated Training Center".
- 45 To improve fire protection capability, upgrade water mains and install fire hydrants as necessary.
- 46 Review local development standards, regarding use of fire-resistant building materials, installation of fire detection and extinguishing systems, and requirements for emergency exits and building access, and adopt desired revisions related to fire safety.

- 47 Participate in regional and state efforts to monitor and regulate the use and handling of hazardous materials in National City.
- 48 Establish standards for the transport of selected hazardous materials within National City, including designation of allowed routes.
- 49 Participate in regional planning efforts to ensure that quality medical care is available to National City residents.
- 50 Evaluate the effectiveness of current emergency medical services available within the city, and consider the benefits and costs associated with any proposed service revisions.

OTHER SERVICES AND FACILITIES

- 51 Continue to monitor and evaluate the basic systems serving National City (e.g. electricity, phones, roads, water, sewerage, drainage), in cooperation with regional operating and planning agencies, to identify current deficiencies and areas requiring expansion in light of projected future development, and develop additional capital improvement programs as necessary.
- 52 Pursue funding sources for all short- and long-range capital improvement projects desired by the City.
- 53 Analyze the total demand on various City services generated by both the resident population and those visiting the city for employment, shopping, recreation and other purposes, and consider the level of municipal services and staffing needed to adequately meet those demands.
- 54 As part of the capital improvement program, require that major development projects be evaluated in terms of both the actual need for additional service capacity and the capability of the City to provide long-term maintenance.

- 55 Evaluate the City's current long-range capital maintenance program, to ensure that it fully recognizes and plans for future budget and manpower needs related to operating and maintaining existing public facilities.
- 56 Continue efforts to upgrade all the City's public and private roadways to urban service levels.
- 57 Using the results of available deficiency studies, and additional surveys as needed, implement a street & sidewalk repair program based on severity of need and priority of use.
- 58 Pursue citywide conversion of street lighting to high-efficiency sodium vapor lamps.
- 59 Establish a long-range program for sewer and water systems maintenance, repair and extension as needed.
- 60 Cooperate with the Sweetwater Authority in the development of improved water supply and storage facilities to serve National City.
- 61 Conduct a comprehensive drainage study and prepare a long-range plan for drainage improvements, including consideration of the following new or upgraded facilities:
 - Covering of all drainage ways.
 - Concrete cross gutters at intersections where needed.
 - Storm drains for the Island Annexation area around "F" Avenue and 30th Street.
 - Improved drainage for the low-lying industrial area near Hoover Avenue and 33rd Street.
 - Storm drains for the Shell Avenue/Thelma Way area.
 - Storm drains for "M" Avenue near 16th Street.
 - Reconstructed drains at 30th Street and "A" Avenue.

- Improved catch basins and drains at the intersection of Plaza Boulevard and Highland Avenue.
 - Correction of flooding near National City Boulevard and 18th Street.
- 62 Conduct improvement activities as needed along the Paradise Creek drainage channel, including across Las Palmas Golf Course and from the intersection of Plaza Boulevard and 8th Street east to the City limits.
- 63 Evaluate the public works improvements that might be needed if Lincoln Acres is annexed to National City (e.g. street, sewer and water systems), in order to provide basic facilities at urban service levels in that area.
- 64 Consider options for continued operation of the branch library in Lincoln Acres, if that area is annexed to National City.
- 65 Establish an acceptable site for disposal by the public works department of street sweeping waste or other debris.
- 66 Identify a suitable facility to house a Museum containing exhibits and other materials regarding the history of National City.

APPENDIX A
CIRCULATION PLAN

APPENDIX A: CIRCULATION PLAN

This Appendix presents detailed information on the components of the Circulation Element of the General Plan, including major street, transit and recreational trail provisions.

MAJOR STREETS DESIGNATED IN THE PLAN

FREEWAYS

- Interstate 5
- Interstate 805
- State Route 54

ARTERIALS

East-West

- Division Street (entire)
- Eighth Street (entire)
- Paradise Valley Road (entire)
- E. Plaza Boulevard (National City Blvd. to Eighth St.)
- Civic Center Drive (Harbor Dr. to National City Blvd.)
- Eighteenth Street (I-5 to city limit)
- Twenty-fourth Street (I-5 to Highland Ave.)
- E. Thirtieth Street (National City Blvd. to Sweetwater Rd.)
- Sweetwater Road (entire)

North-South

- Harbor Drive (entire)
- Main Street (entire)
- National City Boulevard (entire)
- Highland Avenue (entire)
- Euclid Avenue (entire)
- Reo Drive (SR 54 to Sweetwater Rd.)

COLLECTORS

East-West

- Fourth Street (entire)
- Manchester Street (entire)
- W. Plaza Boulevard (I-5 to National City Blvd.)
- Civic Center Drive (Tidelands Ave. to Harbor Drive)
- E. Sixteenth Street (National City Blvd. to city limit)
- W. Nineteenth Street (Tidelands Ave. to I-5)
- W. Twenty-fourth Street (Tidelands Ave. to I-5)
- E. Twenty-fourth Street (Highland Ave. to Palm Ave.)
- E. Twenty-fourth Street (Prospect St. to Van Ness Ave.)
- W. Thirtieth Street (Hoover Ave. to National City Blvd.)
- W. Thirty-third Street (Hoover Ave. to National City Blvd.)

North-South

- Tidelands Avenue (entire)
- Cleveland Avenue (Civic Center Drive to 24th St.)
- Wilson Avenue (entire)
- Coolidge Avenue (Plaza Blvd. to 18th St.)
- Hoover Avenue (18th St. to 33rd St.)
- Roosevelt Avenue (Division St. to 16th St.)
- West Avenue (entire)
- "D" Avenue (Division St. to 30th St.)
- "L" Avenue (16th St. to 30th St.)
- Palm Avenue (Northern city limit to 30th St.)
- Granger Avenue (18th St. to Leonard St.)
- Harbison Avenue (Division St. to 16th St.)
- Rachael Avenue (16th St. to 20th St.)



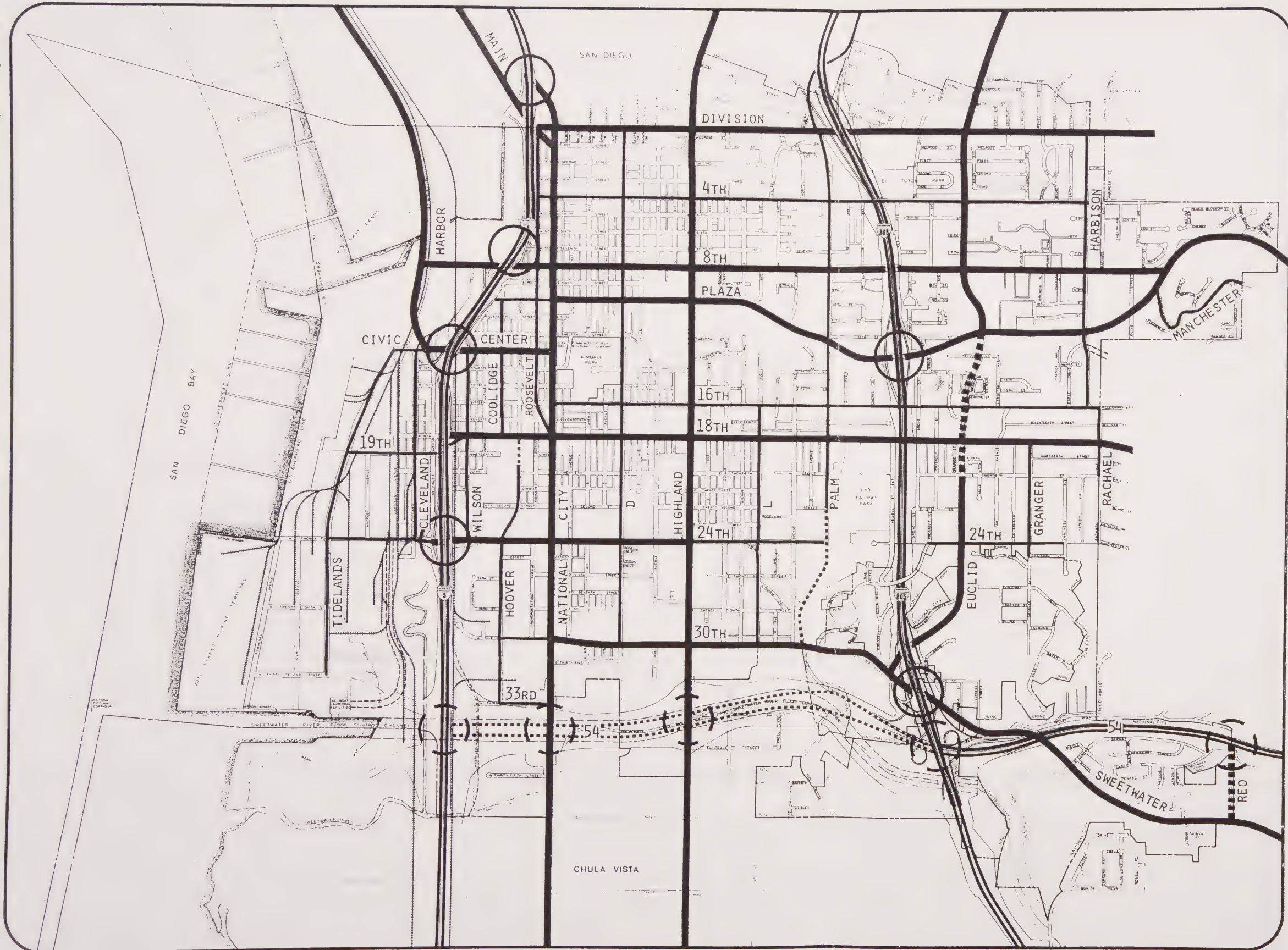





FIGURE 2

CIRCULATION ELEMENT: MAJOR STREETS

-  FREEWAY & INTERCHANGE
-  ARTERIAL
-  COLLECTOR

NOTE: DASHED SYMBOLS INDICATE
PROPOSED DEVELOPMENT

NATIONAL
CITY,
CALIFORNIA



0 500 1000 1500 2000

GENERAL
PLAN
REVISION
PROGRAM

 DUNCAN & JONES
Urban & Environmental Planning Consultants

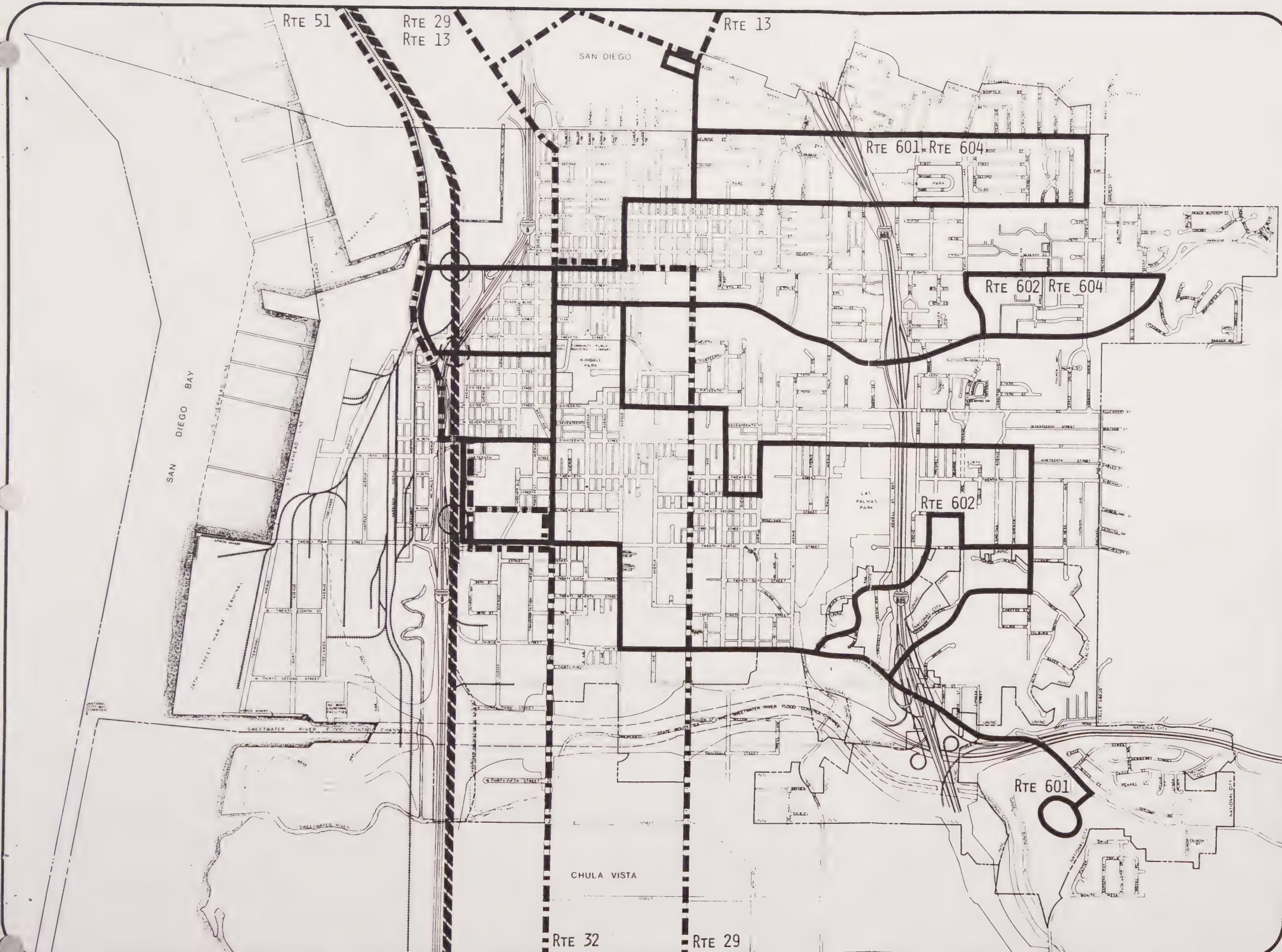


FIGURE 3

CIRCULATION ELEMENT:
MASS TRANSIT

 TROLLEY LINE & STATIONS

 NATIONAL CITY TRANSIT
(Routes 601, 602, 604)

 SAN DIEGO TRANSIT
(Routes 13, 29, 32, 51)

NOTE: DASHED CIRCLE INDICATES
PROPOSED DEVELOPMENT.

SEE FIGURES 3a THROUGH 3g
ON FOLLOWING PAGES
FOR INDIVIDUAL BUS ROUTES.

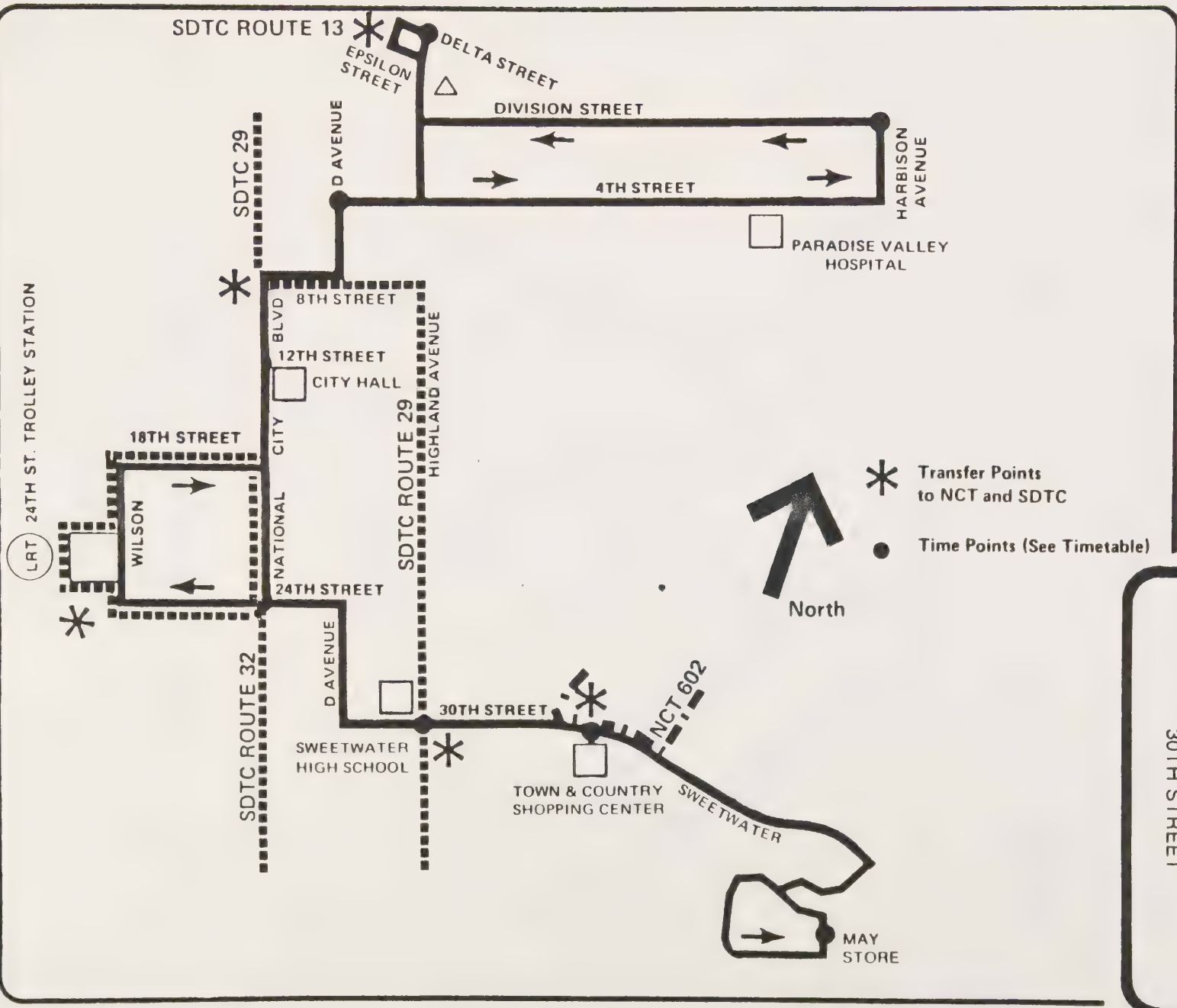
NATIONAL
CITY,
CALIFORNIA



500 0 500 1000 1500 2000

GENERAL
PLAN
REVISION
PROGRAM

 DUNCAN & JONES
A Division of Planning Consultants



nct NATIONAL CITY TRANSIT

Figure 3a

ROUTE 601

4TH/DIVISION STREET —
30TH STREET

Figure 3b

PLAZA BOULEVARD -
18TH STREET

ROUTE 602

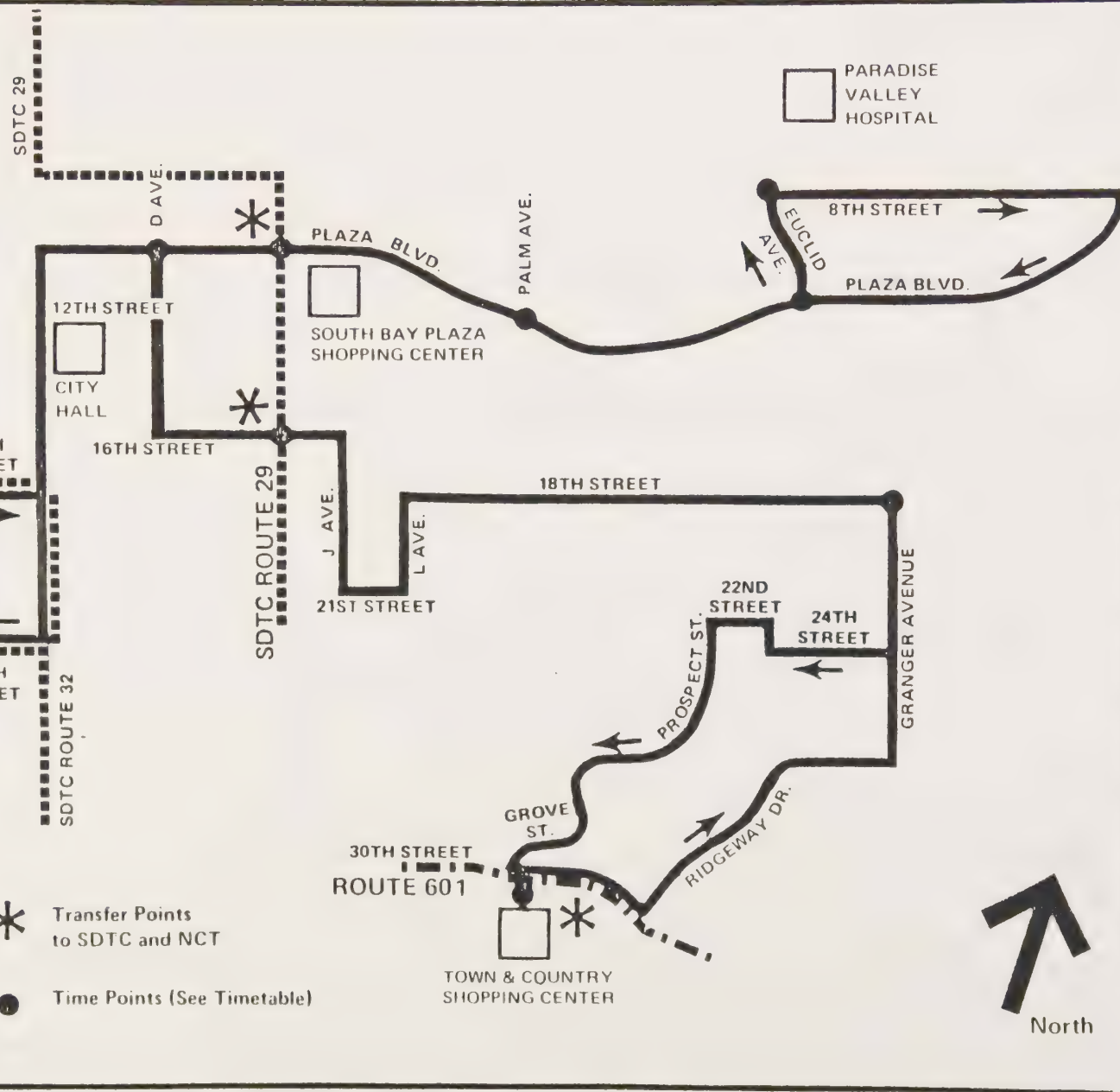


Figure 3c

ROUTE 604

DIVISION/4TH STREET -
PLAZA BLVD.

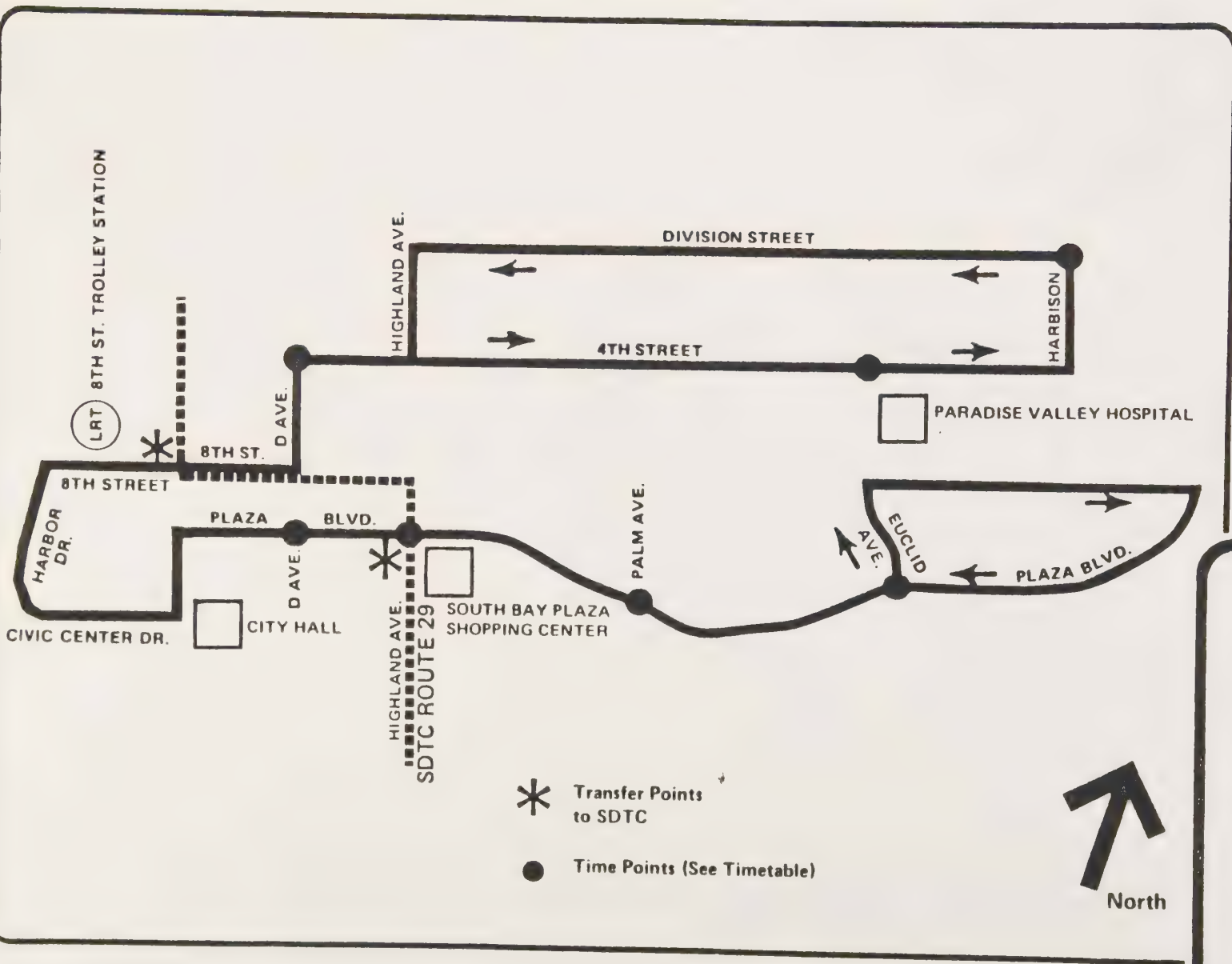
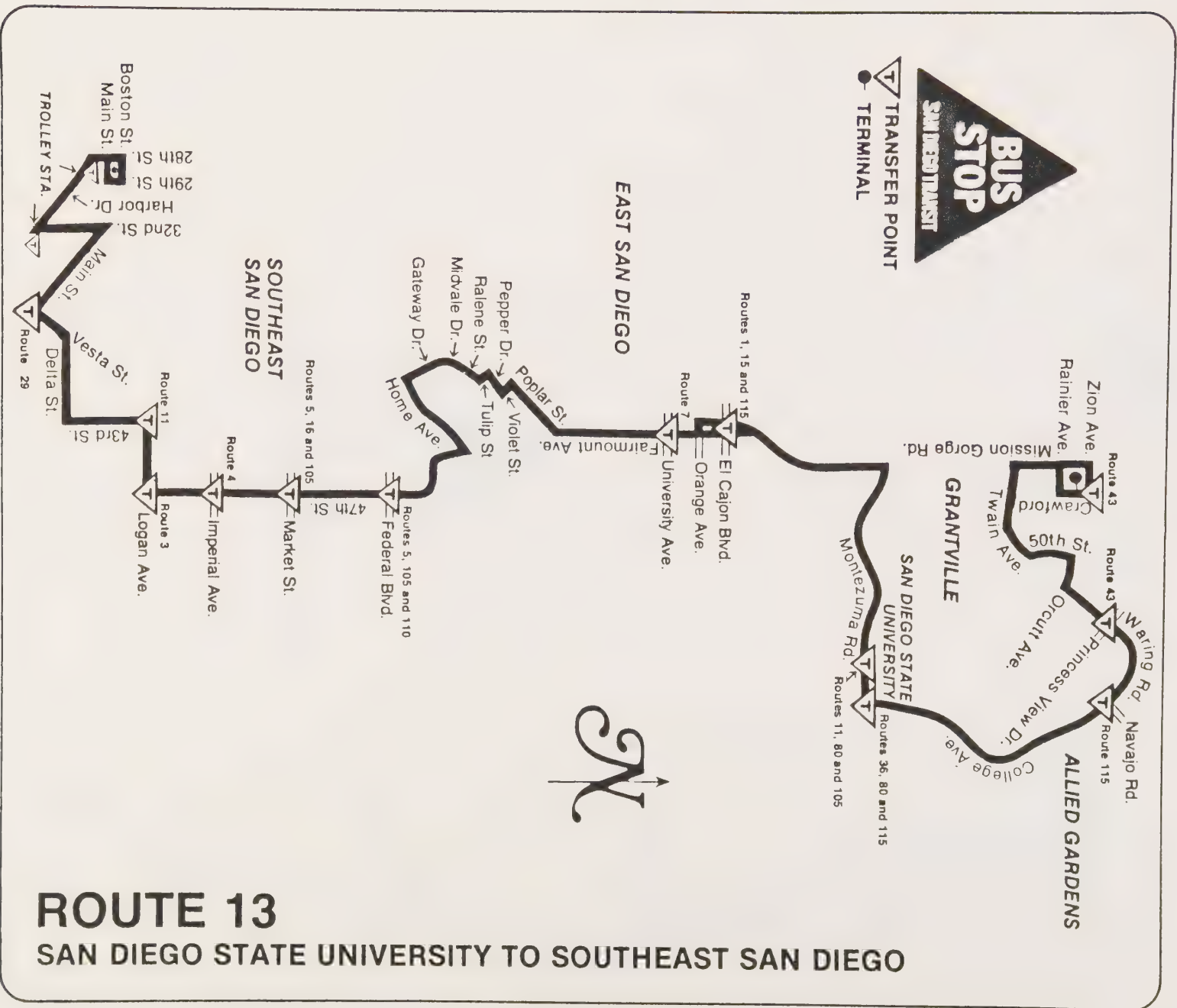


Figure 3d



ROUTE 32 NATIONAL CITY TO THE INTERNATIONAL BORDER

Figure 3f

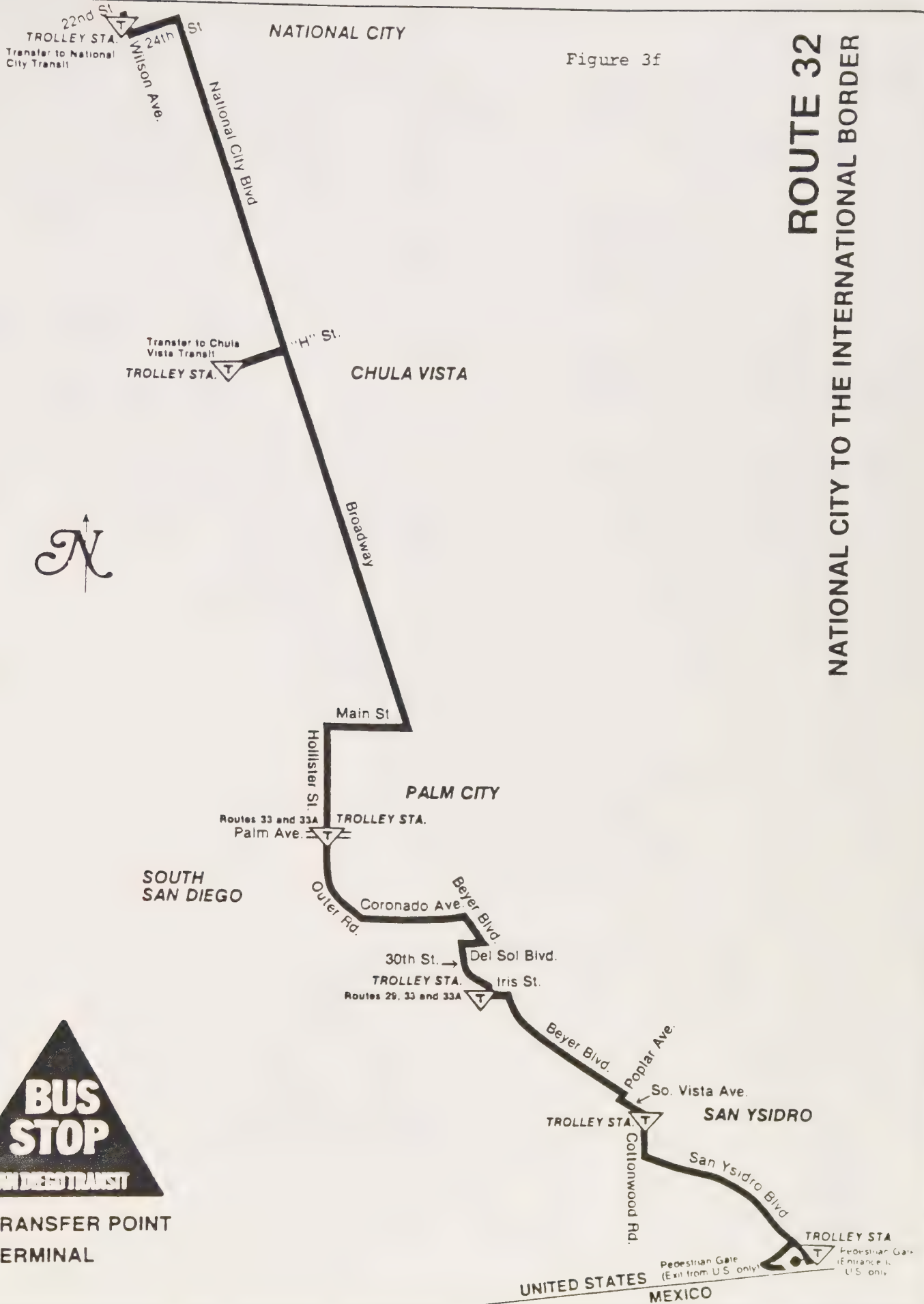


Figure 3g

SUPPLEMENTAL TROLLEY ROUTE 51

SERVES:

**DOWNTOWN
SAN DIEGO**

TO:

24TH ST. TROLLEY STATION
(NATIONAL CITY)

VIA:

HARBOR DRIVE & NAVAL STATION
WITH CONNECTIONS TO CHULA VISTA & SAN YSIDRO



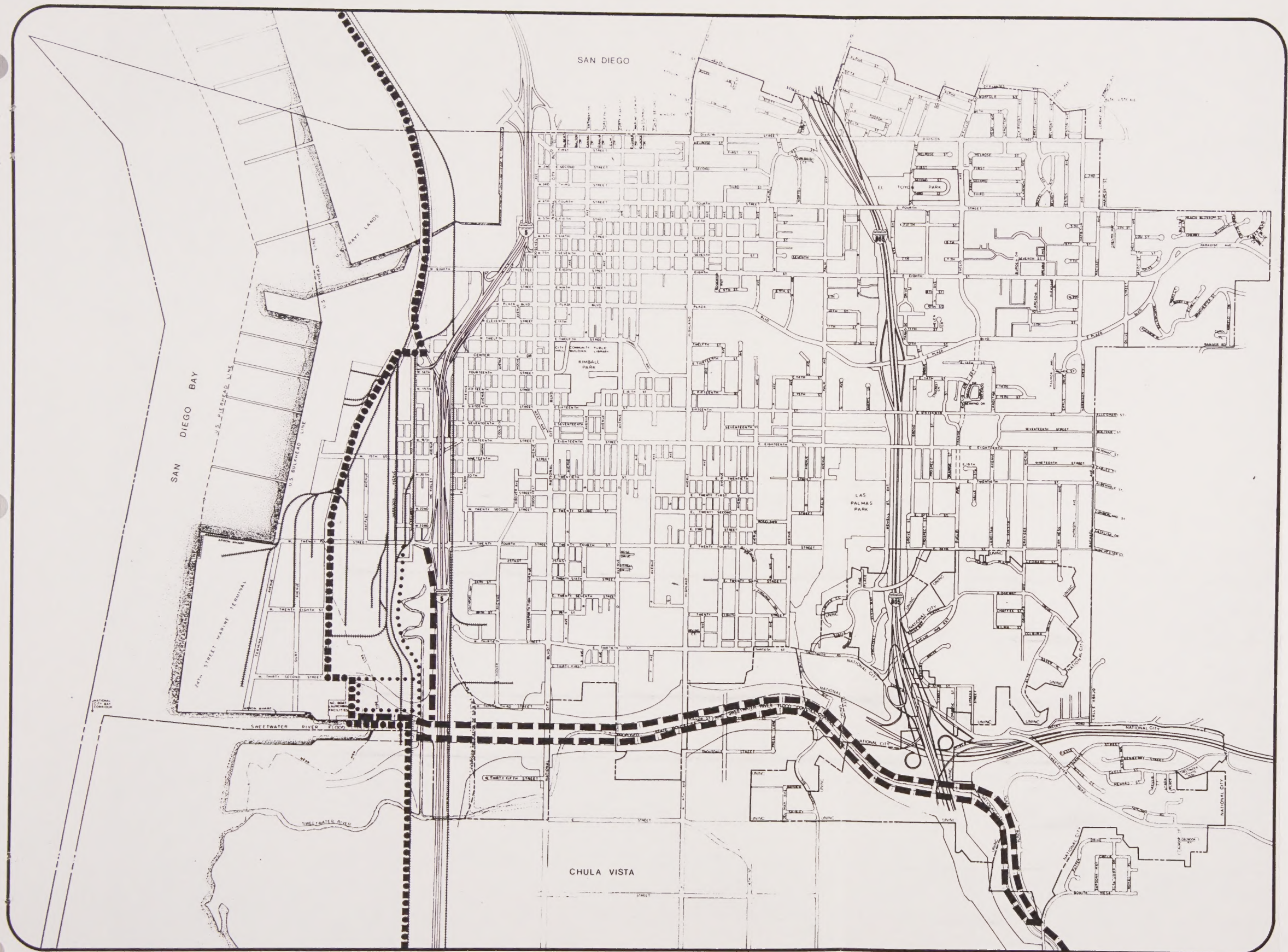


FIGURE 4

CIRCULATION ELEMENT:
RECREATION TRAILS

- REGIONAL BAY ROUTE
BIKEWAY
- PARADISE MARSH
NATURE TRAIL
- SWEETWATER RIVER
FLOODCONTROL CHANNEL
TRAIL SYSTEM

NATIONAL
CITY,
CALIFORNIA



GENERAL
PLAN
REVISION
PROGRAM

DUNCAN & JONES
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